



UNITED STATES DEPARTMENT OF COMMERCE

Patent and Trademark Office

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Office Action Summary

APPLICATION NO.	FILING DATE	EXAMINER	FIRST NAMED INVENTOR	ATTORNEY/DOCKET NO.
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Application No. 08/464,310 Filing Date 04/08/96 Invention LUCKY B- 95-1030.03

MORANO EXAMINER

ART UNIT

PAPER NUMBER

DATE MAILED:

10/02/96

Disposition of Claims

☒ Claim(s) 1, 26 is/are pending in the application.
☐ Of the above claim(s) 1, 26 is/are withdrawn from consideration.

Please find below and/or attached an Office communication concerning this application or proceeding:

☐ Claim(s) 1, 26 is/are objected to.
☐ Claim(s) 1, 26 are subject to restriction or election requirement.

Application Papers

- ☒ See the attached Notice of Draftsperson's Patent Drawing Review, PTO 948.
- ☒ The drawing(s) filed on Apr. 8, 1996 is/are objected to by the Examiner.
- ☐ The proposed drawing correction filed on is ☐ approved ☐ disapproved.
- ☒ The specification is objected to by the Examiner.
- ☐ The oath or declaration is objected to by the Examiner.

Priority under 35 U.S.C. § 119

- ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(c).
 - ☐ A ☐ Some ☐ None of the CERTIFIED copies of the priority documents have been received.
 - ☐ received in Application No. (Series Code/Serial Number)
 - ☐ received in this national stage application from the International Bureau (PCT Rule 13.2(a)).
- ☐ *Certified copies not received.
- ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e).

Attachment(s)

- ☒ Notice of References Cited, PTO-892
- ☒ Information Disclosure Statement(s), PTO-1449, Paper No. 2
- ☐ Interview Summary, PTO-413
- ☒ Notice of Draftsperson's Patent Drawing Review, PTO 948
- ☐ Notice of Informal Patent Application, PTO-152

SEE OFFICE ACTION ON THE FOLLOWING PAGES

Office Action Summary

Application No.
08/629,104

Applicant(s)
Lucky Sr.

Examiner
S. Joseph Morano

Group Art Unit
3103



- ☐ Responsive to communication(s) filed on _____
- ☐ This action is **FINAL**.
- ☐ Since this application is in condition for allowance except for formal matters, **prosecution as to the merits is closed** in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11; 453 O.G. 213.

A shortened statutory period for response to this action is set to expire 3 month(s), or thirty days, whichever is longer, from the mailing date of this communication. Failure to respond within the period for response will cause the application to become abandoned. (35 U.S.C. § 133). Extensions of time may be obtained under the provisions of 37 CFR 1.136(a).

Disposition of Claims

- ☒ Claim(s) 1-28 is/are pending in the application.
- Of the above, claim(s) _____ is/are withdrawn from consideration.
- ☐ Claim(s) _____ is/are allowed.
- ☒ Claim(s) 1-28 is/are rejected.
- ☐ Claim(s) _____ is/are objected to.
- ☐ Claims _____ are subject to restriction or election requirement.

Application Papers

- ☒ See the attached Notice of Draftsperson's Patent Drawing Review, PTO-948.
- ☒ The drawing(s) filed on Apr 8, 1996 is/are objected to by the Examiner.
- ☐ The proposed drawing correction, filed on _____ is ☐ approved ☐ disapproved.
- ☒ The specification is objected to by the Examiner.
- ☐ The oath or declaration is objected to by the Examiner.

Priority under 35 U.S.C. § 119

- ☐ Acknowledgement is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d).
- ☐ All ☐ Some* ☐ None of the CERTIFIED copies of the priority documents have been
- ☐ received.
- ☐ received in Application No. (Series Code/Serial Number) _____
- ☐ received in this national stage application from the International Bureau (PCT Rule 17.2(a)).

*Certified copies not received: _____

- ☐ Acknowledgement is made of a claim for domestic priority under 35 U.S.C. § 119(e).

Attachment(s)

- ☒ Notice of References Cited, PTO-892
- ☒ Information Disclosure Statement(s), PTO-1449, Paper No(s). 2
- ☐ Interview Summary, PTO-413
- ☒ Notice of Draftsperson's Patent Drawing Review, PTO-948
- ☐ Notice of Informal Patent Application, PTO-152

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1. Applicant is advised that there were two claims numbered 26 filed in the instant application. The second number 26, which is the last claim originally filed, has been renumbered 28 by the examiner in accordance with 37 CFR 1.126. All future references to this claim will incorporate the new numbering.

2. Correction of the following formalities is required:

1) The spelling of "axil" should be corrected to --axle-- throughout the specification and claims.

2) Reference numeral 14LRB is used to define two distinct pieces of structure in the specification, namely a "left rear wheel power means" and a "left rear wheel housing". Each distinct element must have its own distinct reference numeral.

3) Reference numeral 14RRB is used to define two distinct pieces of structure in the specification, namely a "right rear wheel power means" and a "right rear wheel housing". Each distinct element must have its own distinct reference numeral.

3. The drawings are objected to because element numerals 14, 12A, 12B, 12C, 12D, 12E, 12F, 14A, 14AA, 14AB, 14LRC, 14LFAB, 14LFAD, 14LFB, 14RFCA, 14RFAB, 14RFAC, 14RFAD, 14RFB, 14RF, 14LRB, 14LRC, 14RRA, 14RAE, 14LRB, 14LRBA, 14LRAB, 14LRBB, 14LRBC, 14LRBCA, 14RRAC, 14RRAE, 14RRBA, and 14RRB, are all discussed and

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used in the specification, but do not appear in the figures. Correction is required.

Applicant is reminded that each and every element numeral used in the specification, must be shown in the figures. Similarly, each and every element number used in the figures, must be discussed in the specification. Because of the sheer number of missing characters, applicant should also compare the specification and drawings for missing element numerals that the examiner might have missed. In recognition of applicant's pro se status in prosecuting this application, the examiner will offer suggestions as to how to correct these defects in subsequent paragraphs of this office action.

4. The drawings are objected to under 37 C.F.R. § 1.83(a). The drawings must show every feature of the invention specified in the claims. Therefore, the "transmission", "drive shaft", "axial gear box", "power means", "road transport vehicle track converter", "road transport vehicle hydraulic power means", "rail track transport vehicle hydraulic means", "up-down converter", "forward reverse converter", "clockwise, counter-clockwise converter", "rail track transport vehicle left front wheel pivot means", "rail track transport vehicle left front wheel power means", "rail track transport vehicle right front wheel pivot means", "rail track transport vehicle right front wheel power

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means", "rail track transport vehicle left rear wheel power means", and "rail track transport vehicle right rear wheel power means", must be shown or the feature cancelled from the claim.

No new matter should be entered.

In recognition of applicant's pro se status in prosecuting this application, the examiner will offer suggestions as to how to correct these defects in subsequent paragraphs of this office action, without introducing new matter into the specification.

5. Applicant is required to submit a *proposed* drawing correction in response to this Office action. However, formal correction of the noted defect can be deferred until the application has been allowed by the examiner.

A proposed drawing correction consists of a marked-up copy of the original drawings, with any proposed changes made or circled in red.

6. The specification is objected to as failing to provide proper antecedent basis for the claimed subject matter. See 37 C.F.R. § 1.75(d)(1) and M.P.E.P. § 608.01(1). Correction of the following is required: The feature of a "clockwise, counter-clockwise converter", as claimed in claim 2, is not found discussed in the specification. Applicant should add this feature to the specification, but not add any additional

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description not already in the claim which would constitute new matter.

7. Claims 1-28 are rejected under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

Specifically, on line 14 of claim 1 (including spaces), "left front" is confusing, as it is unclear how a left front item can consist of any one of the indicated groups. On line 2 of claim 4, "the melter rotator" lacks proper antecedent basis. Claims 9 and 15 are confusing as a whole, as these claims are incorrect in light of the description in the specification. The description in the specification indicates that the recited "stanchion pivot means" is connected to a lower and upper pivot means (implying a separate element), while the claims claim that this pivot means consists of a lower and upper pivot means (indicating that this pivot means is merely made up of these two elements). It is believed that the claims are correct in their recitation (especially when viewing the figures), and the specification should be amended to reflect the recitation in the claims. Claims 1-28 are confusing as a whole, as applicant uses the word "consisting" to claim elements which are made up of more than the parts recited. Applicant is reminded that "consisting"

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language in U.S. patent claims is very restrictive and is of the closed-end type. That is, the device is made up of those elements and only those elements. Contrastingly, "comprising" is an open-end type of recitation, meaning that the invention is made up of at least those components, but could possibly have others, giving applicant somewhat broader patent coverage. When using "consisting" in the claims, all of the disclosed elements which make up the part being described must be recited, or the claim is confusing, since applicant's invention actually "comprises" the partial list of elements and doesn't "consist" of those elements.

In recognition of applicant's pro se status in prosecuting this application, the examiner will offer proposed claims which correct these defects in subsequent paragraphs of this office action, without introducing new matter into the specification or claims.

8. The following is a quotation of 35 U.S.C. § 103 which forms the basis for all obviousness rejections set forth in this Office action:

A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains.

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Patentability shall not be negated by the manner in which the invention was made.

Subject matter developed by another person, which qualifies as prior art only under subsection (f) or (g) of section 102 of this title, shall not preclude patentability under this section where the subject matter and the claimed invention were, at the time the invention was made, owned by the same person or subject to an obligation of assignment to the same person.

9. Claims 1-3, 8, 14, and 20-27, are rejected under 35 U.S.C. § 103 as being unpatentable over ~~Madison~~ ^{Wetzel} in view of Kershaw.

The Madison reference shows all of the features claimed except for the use of its track drying apparatus mounted on a road/rail vehicle. Madison shows its apparatus mounted on a rail-only vehicle. The Kershaw reference shows the use of road/rail conversion locomotives, to be well known in the art for use in transporting apparatuses or cargos along rails, in order to allow such apparatus to be readily moved from one transportation medium to another; thereby increasing the versatility of the device. It would have been obvious to one of ordinary skill in the art at the time of the invention, to modify Madison to include the use of its track drying apparatus being mounted on a road/rail conversion locomotive, as taught by Kershaw, in order to allow the apparatus to be readily moved from one transportation medium to another; thereby increasing the versatility of the device by enabling it to be used on road

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melting as well as rail melting, and by limiting the amount of time the tracks are blocked to thru traffic.

Regarding the references, applicant should particularly note the pivotable nozzle on the shroud enclosed track drying engine of Madison, as well as the operating cab, railings, and jutting structure on the housing frame which can be considered a handhold or "handle" within the broadest reasonable context of the terms. Applicant should also note the hydraulic pump and individual motors for the Kershaw reference, which are used to drive the vehicle in rail mode.

10. Claims 10-12 and 16-18 are rejected under 35 U.S.C. § 103 as being unpatentable over Madison in view of Kershaw as applied to claim 1 above, and further in view of Gasser.

The combination of Madison and Kershaw, as described above, shows all of the features claimed except for the use of the wheels being shrouded within a housing. The Gasser reference shows the use of shrouding rail mounted wheels within a housing, to be well known in the art for use on track clearing vehicles, in order to keep the path of the wheels unobstructed as they pass along the rails. It would have been obvious to one of ordinary skill in the art at the time of the invention, to modify the combination to include the use of the wheels being shrouded

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within a housing, as taught by Gasser, in order to keep the path of the wheels unobstructed as they pass along the rails.

11. Claims 4-7, 9, 13, 15, 19, and 28, would be allowable if rewritten to overcome the rejection under 35 U.S.C. 112 and to include all of the limitations of the base claim and any intervening claims.

12. Lockett, Wright, and Healy et al, are all cited as examples in the art of snow and ice melting railway vehicles, while Kinard is cited as an example in the art of a road/rail conversion bogie.

12. The following reminders are given to applicant to assist in the response to this office action.

I. Applicant is advised that while the specification can be relied upon as a description for understanding the invention, the patentability of the invention rests solely in the scope of the claims. Consequently, while applicant's disclosed invention may differ from the prior art, the examiner is required to only find all of the features recited in the claims in their broadest reasonable context in order to anticipate or render obvious applicant's invention over the prior art.

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II. Applicant is reminded that NO NEW MATTER can be entered into the application. New matter is defined as any additional details, structure, or other information on the invention, which was not present or implicitly suggested in the originally filed application. This includes, but is not limited to, changes to the drawings, new drawings, amendments to the specification, and amendments to the claims. While material can be added to slightly clarify or correct material already present in the originally filed application, new ideas, embodiments, or other descriptions of the invention which were not present, inherent, or implicitly suggested in the originally filed application are considered new matter, and can not be entered into the application.

III. Applicant is reminded of the proper way to amend the specification and the claims.

To Amend the Specification:

When referring to words or phrases already present in the specification, such words or phrases should be contained in quotation marks ("). Words or phrases to be inserted into the specification should be contained in double dashes (--).

Example:

Applicant wishes to insert the word **swivel** before the word **wheels** in a phrase in the specification which reads: The body has

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wheels. The proper format to do this is: On line # of page #, kindly insert the word --swivel-- before "wheels".

If the number of changes to the specification is so excessive that this method would create confusion or make such entry difficult, then a substitute specification should be filed. In order to properly enter a substitute specification, applicant must comply with the following:

A) A complete clean copy of the entire new specification as applicant desires it to read, except for the claims and abstract, should be supplied including the changes. Comments, arguments, or explanations should not be interspersed into this document. Applicant may explain what was added in a remarks section of the amendment.

B) A marked-up copy of the originally filed specification must be supplied showing the changes made. This copy can be marked-up in ink and the changes handwritten in; however, these marked-up changes should correspond exactly to those incorporated into the clean copy of the substitute specification.

C) Applicant must supply a statement, usually in the remarks section of the amendment, that the substitute specification contains "no new matter". New matter is explained in a subsequent paragraph.

To Amend the Claims:

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When inserting small phrases (less than five words) or words into the claims, the procedure is the same as described above for the specification. If the number of insertions or deletions to the claims is excessive, then the claims should be completely re-written with all additions to the claims underlined (____), and all deletions from the claims in brackets ([]).

Example:

Applicant wishes to re-write a claim phrase which reads: The bouncing ball rising and falling, to a phrase which reads: The red ball rising, falling, and rolling. The proper format to do this would be:

The red [bouncing] ball rising, [and] falling, and rolling.

If the number of changes to the claims is so excessive that this method would create confusion, the claim to be amended should be canceled (simply say cancel claim #), and the newly re-written claim added (simply say add claim #). It is important that in doing this, a DIFFERENT claim number which is one number higher than any claim previously presented in the case should be used. If this is done, applicant does NOT have to use the underlining and bracketing method for re-writing claims.

14. Applicant is finally advised, that it is the normally this examiner's personal policy, and the policy of the United States Patent and Trademark Office, to assist independent applicants in

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the drafting of properly written patentable claims whenever possible, in order to expedite the prosecution of patentable inventions so as to limit the expense of prosecution to independent (pro se) applicants. In accordance with this policy, the examiner offers the following suggestions on how the application can be amended to place the case in condition for allowance. Applicant is not required to accept the following suggestions; however, these suggestions represent what the examiner feels is clearly patentable subject matter in view of the prior art of record, as well as the best method for correcting the numerous formalities in the drawings, claims, and specification.

A) The spelling of "axil" should be corrected to --axle--.

B) Reference numeral 14LRB should be added to the figures to generally describe the housing in the same manner as 14RRB is used in figure 1 to describe its right rear wheel equivalent.

C) The specification should be amended so that the "left rear wheel power means" and "right rear wheel power means" should each have their own distinct reference numeral (note suggestion H below).

D) Element numerals 12B, 12C, and 12D, should be eliminated in all occurrences from the specification. Illustration of these features is not necessary for understanding of the invention, the recitation of these features in the claims is not necessary for

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patentability, and illustration of these features would probably constitute new matter.

E) Element numerals 14LFAB, 14RFCA, 14RFAB, 14RFAC, 14LRC, 14LRB, 14LRAB, 14LRBC, 14RRAC, and 14RRBA; should be eliminated in all occurrences from the specification. Illustration of these is impossible because the various views block where these features occur in the figures. It should be noted that illustration of these features is not necessary for understanding of the invention, as each of these elements has at least one illustrated counterpart on the other wheel locations of the device.

F) Element numerals 14LRAE, and 14RRAE, should be eliminated in all occurrences from the specification. Illustration of these features is not necessary, since the two components that make up these features (i.e. the lower and upper elements) are illustrated (note suggestion J below).

G) The drawings should be amended adding reference numerals 14, 14LRC, 14LFAD, 14RFAD, 14RF, 14RR, 14LRBB, 14LRBCA, and 14LRBA, to the appropriate figures. These features are actually illustrated in the drawings, but do not have a reference numeral pointing to them.

H) A new figure (or figures) should be added which includes the elements missing from the figures but claimed in the proposed allowable claims (note suggestion J below). These elements are

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the "power means" (12A), "road transport vehicle track converter" (12E), "road transport vehicle hydraulic power means" (12F), "rail track transport vehicle hydraulic means" (14A), "up-down converter" (14AA), "forward-reverse converter" (14AB), "clockwise, counter-clockwise converter" (No reference numeral), "rail track transport vehicle left front wheel power means" (14LFB), "rail track transport vehicle right front wheel power means" (14RFB), "rail track transport vehicle left rear wheel power means" (14LRB), and "rail track transport vehicle right rear wheel power means" (14RRB). In doing this, it is vital that the figure be illustrated in box-diagram or flow-chart like form indicating how the power is ultimately transferred to the various components from the power means on the road transport vehicle. Applicant should not attempt to illustrate the actual components, as this would almost surely constitute new matter. In constructing the box type flow diagram, the name of the item (such as power means) should be inside the box. Applicant may use the reference numerals as well, but should not use just reference numerals. If applicant decides to use reference numerals in the figures as well, then the clockwise counter-clockwise converter should be assigned a reference numeral in the specification. If applicant decides not to include the reference numerals in the new figure(s), then such numerals should be eliminated from the description in the specification.

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I) The specification, at an appropriate point, should be amended to include a reference to the clockwise counter-clockwise converter in the claims. Additional details of such a mechanism which are not covered by the original disclosure should not be added.

J) Applicant should cancel claims 1-28 by stating in the amendment that these claims should be canceled, and applicant should request entry of the proposed new claims attached on a separate sheet at the end of this office action for applicant's convenience. Note that all instructions as well as the text of these new claims should be included in the amendment itself. Applicant should not refer to the examiners office action for entry of specific changes.

15. Any inquiry concerning this communication should be directed to S. Joseph Morano at telephone number (703) 308-0230. Primary examiner Morano can normally be reached Monday through Thursday, 6:30am-5:00pm EST.

Informal faxes (drafts, proposals) should be sent to (703) 308-2571, while *formal* faxes for which entry is desired should be sent to (703) 305-7687.



S. JOSEPH MORANO
PRIMARY EXAMINER
GROUP 3100

sjm
September 26, 1996

Proposed Allowable Claims

29. A snow and ice melting apparatus which is transportable on a roadway and a railroad track, the apparatus comprising:

A) a road transport vehicle having a road transport vehicle housing mounted on a road transport vehicle chassis, the road transport vehicle comprising:

1) a road transport vehicle power means operatively connected to at least one road transport vehicle road wheel, and

2) a road transport vehicle railroad track converter hydraulically coupled to a road transport vehicle hydraulic power means which is hydraulically coupled to a railroad track transport vehicle hydraulic means,

B) a railroad track transport vehicle integrally mounted on the road transport vehicle chassis, the railroad track transport vehicle comprising:

1) a railroad track transport vehicle hydraulic means up-down converter which is hydraulically coupled to the railroad track transport vehicle hydraulic means, the railroad track transport vehicle hydraulic means up-down converter being hydraulically connected to a railroad track transport vehicle left front wheel hydraulic piston, a railroad track transport vehicle right front wheel hydraulic piston, a railroad track transport vehicle left rear wheel hydraulic piston, and a railroad track transport vehicle right rear wheel hydraulic piston, the railroad track transport vehicle left front wheel hydraulic piston being securely attached to a railroad track transport vehicle left front wheel

hydraulic piston plate, the railroad track transport vehicle right front wheel hydraulic piston being securely attached to a railroad track transport vehicle right front wheel hydraulic piston plate, the railroad track transport vehicle left rear wheel hydraulic piston being securely attached to a railroad track transport vehicle left rear wheel hydraulic piston plate, and the railroad track transport vehicle right rear wheel hydraulic piston being securely attached to a railroad track transport vehicle right rear wheel hydraulic piston plate,

2) a railroad track transport vehicle hydraulic means forward-reverse converter which is hydraulically coupled to the railroad track transport vehicle hydraulic means, the railroad track transport vehicle hydraulic means forward-reverse converter being hydraulically coupled to at least one railroad track transport vehicle wheel power means which is selected from a group comprised of: a railroad track transport vehicle left front wheel power means mechanically coupled to a railroad track transport vehicle left front wheel, a railroad track transport vehicle right front wheel power means mechanically coupled to a railroad track transport vehicle right front wheel, a railroad track transport vehicle left rear wheel power means mechanically coupled to a railroad track transport vehicle left rear wheel, and a railroad track transport vehicle right rear wheel power means mechanically coupled to a railroad track transport vehicle right rear wheel, wherein the railroad track transport vehicle left front wheel is rotatably mounted via a railroad track transport vehicle left front wheel axle on a railroad track transport vehicle left front

wheel stanchion which is pivotally mounted via a railroad track transport vehicle left front wheel stanchion pivot means on the road transport vehicle chassis, the railroad track transport vehicle right front wheel is rotatably mounted via a railroad track transport vehicle right front wheel axle on a railroad track transport vehicle right front wheel stanchion which is pivotally mounted via a railroad track transport vehicle right front wheel stanchion pivot means on the road transport vehicle chassis, the railroad track transport vehicle left rear wheel is rotatably mounted via a railroad track transport vehicle left rear wheel axle on a railroad track transport vehicle left rear wheel stanchion which is pivotally mounted on the road transport vehicle chassis, and the railroad track transport vehicle right rear wheel is rotatably mounted via a railroad track transport vehicle right rear wheel axle on a railroad track transport vehicle right rear wheel stanchion which is pivotally mounted on the road transport vehicle chassis, and

3) a railroad track transport vehicle hydraulic means clockwise/counter-clockwise converter hydraulically coupled to the railroad track transport vehicle hydraulic means, and

C) a melter movably mounted on the railroad track transport vehicle, the melter comprising:

1) a melter housing within which a melter heat generating means having a melter heat generating means air intake is securely positioned,

2) a melter rotator mounted on the road transport vehicle chassis and hydraulically coupled to the railroad track transport

vehicle hydraulic means clockwise/counter-clockwise converter, and

3) a melter lift mounted on the melter rotator and hydraulically coupled to the railroad track transport vehicle hydraulic means.

30. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle left front wheel stanchion comprises a railroad track transport vehicle left front wheel outer stanchion securely fastened to a railroad track transport vehicle left front wheel inner stanchion by a railroad track transport vehicle left front wheel inner-outer stanchion connecting plate.

31. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle right front wheel stanchion comprises a railroad track transport vehicle right front wheel outer stanchion securely fastened to a railroad track transport vehicle right front wheel inner stanchion by a railroad track transport vehicle right front wheel inner-outer stanchion connecting plate.

32. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle left rear wheel stanchion comprises a railroad track transport vehicle left rear wheel outer stanchion securely fastened to a railroad track transport vehicle left rear wheel inner stanchion by a railroad track transport vehicle left rear wheel inner-outer stanchion

connecting plate.

33. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle right rear wheel stanchion comprises a railroad track transport vehicle right rear wheel outer stanchion securely fastened to a railroad track transport vehicle right rear wheel inner stanchion by a railroad track transport vehicle right rear wheel inner-outer stanchion connecting plate.

34. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle left rear wheel stanchion pivot means comprises a railroad track transport vehicle left rear wheel stanchion connector lower pivot means pivotally connected to a railroad track transport vehicle left rear wheel stanchion connector upper pivot means which is securely mounted on the road transport vehicle chassis.

35. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle left rear wheel is contained within a railroad track transport vehicle left rear wheel housing.

36. The snow and ice melting device as described in claim 35, wherein the railroad track transport vehicle left rear wheel housing is securely fastened within the railroad track transport vehicle left rear wheel stanchion.

37. The snow and ice melting apparatus as described in claim 35, wherein the railroad track transport vehicle left rear wheel housing comprises a railroad track transport vehicle left rear wheel outer housing securely fastened to a railroad track transport vehicle left rear wheel inner housing by a railroad track transport vehicle left rear wheel outer-inner housing connecting plate.

38. The snow and ice melting apparatus as described in claim 37, wherein the railroad track transport vehicle left rear wheel outer-inner housing connecting plate has a railroad track transport vehicle left rear wheel outer-inner housing connecting plate bracket mounted thereon.

39. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle right rear wheel stanchion pivot means comprises a railroad track transport vehicle right rear wheel stanchion connector lower pivot means pivotally connected to a railroad track transport vehicle right rear wheel stanchion connector upper pivot means which is securely mounted on the road transport vehicle chassis.

40. The snow and ice melting apparatus as described in claim 29, wherein the railroad track transport vehicle right rear wheel is contained within a railroad track transport vehicle right rear wheel housing.

41. The snow and ice melting device as described in claim 40, wherein the railroad track transport vehicle right rear wheel housing is securely fastened within the railroad track transport vehicle right rear wheel stanchion.

42. The snow and ice melting apparatus as described in claim 40, wherein the railroad track transport vehicle right rear wheel housing comprises a railroad track transport vehicle right rear wheel outer housing securely fastened to a railroad track transport vehicle right rear wheel inner housing by a railroad track transport vehicle right rear wheel outer-inner housing connecting plate.

43. The snow and ice melting apparatus as described in claim 42, wherein the railroad track transport vehicle right rear wheel outer-inner housing connecting plate has a railroad track transport vehicle right rear wheel outer-inner housing connecting plate bracket mounted thereon.

44. The snow and ice melting apparatus as described in claim 29, wherein the melter housing has a melter housing shroud attached thereto by at least one melter housing shroud fastener.

45. The snow and ice melting device as described in claim 44, wherein the melter housing shroud has at least one melter housing shroud handle attached thereto.

46. The snow and ice melting device apparatus as described in claim 44, wherein the melter housing shroud has at least one melter housing shroud port functioning to allow access to the melter heat generating means.

47. The snow and ice melting apparatus as described in claim 29, wherein the melter has a melter operator housing attached thereto.

48. The snow and ice melting apparatus as described in claim 47, wherein the melter operator housing has at least one melter operator housing window.

49. The snow and ice melting apparatus as described in claim 47, wherein the melter operator housing has at least one melter operator housing safety rail.

50. The snow and ice melting apparatus as described in claim 29, wherein the melter has a nozzle connected thereto.

51. The snow and ice melting apparatus as described in claim 50, wherein the nozzle has a nozzle diffuser.

52. The snow and ice melting apparatus as described in claim 50, wherein the nozzle is connected to the melter by a connecting bracket means comprising a nozzle front connecting bracket which is securely attached to the nozzle, and a nozzle rear connecting

bracket which is securely fastened to the melter; the nozzle front connecting bracket being securely fastened to the nozzle rear connecting bracket by a plurality of nozzle connecting bracket fins.